



Summer 2002



Vol 48, Issue 3

RUDDER FLUTTER

Greg Poe Headlines 16th Annual NW Family Fly-In

By: Frank Lester,
Safety/Education Coordinator

The 16th Annual Northwest Mountain Family Fly-In and Aviation Safety Conference, August 9-11, 2002, in McCall, Idaho, has scheduled renown airshow pilot Greg Poe to speak at the banquet on Saturday night. Greg, a native of Idaho, received his Private Certificate in 1985, entered his first aerobatic competition in 1988, and flew his first airshow in 1992. In 1999, he placed 2nd in the World Freestyle Sport Flying Championships and competed as one of seven pilots in the CASPA challenge series in 2000. In 27 years as a pilot, Greg has amassed 5,000 hours in more than 100 different aircraft from the Russian Mig-15 and the U.S. F-16 to the Stearman and the Russian Sukhoi.

Throughout the Fly-In, pilots and enthusiasts will be given the opportunity to expand their aviation knowledge through 20 safety and information seminars, a density altitude clinic, and the FAA's Pilot and Aircraft Courtesy Evaluation (PACE) and Wings programs.

A highlight of both the seminar and flying programs is the addition of well known aviation author and lecturer Rich Stowell. Rich, the first Certified Flight Instructor (CFI) to



Greg Poe

earn the "Master CFI-Aerobatic" designation, will be presenting two seminars, one on "Stall/Spin Awareness" and the other on "Flight Maneuvers and Basic Aerobatics." Rich, who is an independent flight instructor specializing in spin, emergency maneuver, and aerobatic training, also brings his noted Emergency Maneuver Training (EMT©) and spin training to McCall. He will be offering spin training (provided your aircraft is categorized for spins) and emergency maneuver training to all interested pilots. This

training is separate from the volunteer Wings training and does have a per hour cost associated with it.

Pilots are encouraged to take advantage of Wings, a pilot proficiency awards program, and PACE, a Pilot and Aircraft Courtesy Evaluation program. The Wings program is designed to encourage general aviation pilots to take instruction with flight

See Family Fly-In

Continued on page 11

INSIDE

From the Aeronautics

Administrator..... 2

Radio Chatter 3

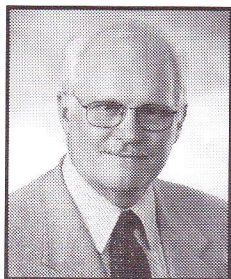
Airport Maintenance..... 4

Medical Matters..... 5

Pilot User Fees? 8

Calendar of Events 9

From the Administrator:



You may be aware that the Aeronautics Advisory Board (AAB) has been expanded from three to five members. We announced earlier this year

that Kathy Miller (McCall) and Rodger Sorenson (Soda Springs) were the two newest AAB members appointed by Governor Kempthorne. They join Bill Parish (Moscow), Bob Hoff (Idaho Falls) and Scott Patrick (Boise) in making up the full complement of the AAB.

Along with the regular public meetings, the AAB recently held two executive sessions with the Aeronautics Division (AD) that in my opinion has solidified the working relationship between the two entities. At these two sessions the AAB developed a mission and vision statement, defined roles and responsibilities, and identified future opportunities for the state's aviation program.

The result of these sessions is as follows:

AAB Vision

To foster and promote a superior state aviation community and system.

AAB Mission

It is the mission of the Aeronautics Advisory Board

- *To aid and advise the Transportation Department on matters of aeronautics,*
- *To effectively liaise on aviation matters among the ITD Board, Division of Aeronautics, aviation community and the general public, and*
- *To create opportunities for public input.*

AAB Roles and Responsibilities

The AAB is an advisory body and acts only in that capacity. Each board member brings a unique perspective to the AAB, serves as a conduit of information both to ITD and to the public, will recommend activities to the Division and communicate with the Idaho Transportation Board. Members may work individually with the Administrator by way of sharing incidental communications and information. For policy oriented or project-specific issues, the AAB will work together at its Board meetings to determine how and to what extent to pursue them. AAB members are not directly responsible for implementing projects or activities, but do support efforts on an incidental basis as appropriate. They do not make commitments for the Division; rather, they bring information to the Division for

consideration and review. The AAB does not go directly to the legislature; rather, it provides information to the Idaho Transportation Board who develops the ITD legislative agenda.

The future opportunities discussed are in the areas of aviation education, back country airstrip initiatives, aviation facilities and services, resources and outreach. Each of these opportunity areas will be discussed in detail at future AAB public meetings.

The public meetings are just that, public. We encourage anyone that has interest in our state aviation program to attend. The meetings are now held at different locations throughout the state to give people a more convenient opportunity to attend. If there is something in particular you would like to see on the AAB meeting agenda you can make a request by calling our office at 208-334-8775 or by contacting one of the AAB members. The next meeting is August 9, 2002 at the Payette Lakes Middle School in McCall. To find the date and location of AAB meetings you can contact an AAB member, call our office or access our web site at www2.state.id.us/itd/aero/aerohome.htm. (Sorry, I know that address is long but you just need to type it once then bookmark it.)

Bob Martin

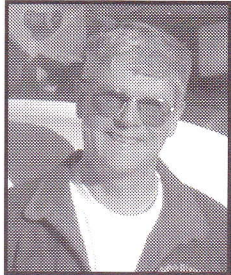
ITD Aeronautics Administrator



Radio Chatter

By: Frank Lester, Safety/Education Coordinator

Lots going on around the state this month, so without too much ado I will jump right into the fray. However,



before I start, the NTSB has asked me to pass this along to all pilots: In a recent accident, the aircraft departed the runway and stopped

against a tree. Pilot and passenger escaped alive but the pilot received second degree burns on his lower legs during egress. The aircraft was totally destroyed by fire. The pilot was wearing shorts. The moral of the story: [Wear long pants while flying.](#) It is always a good idea to wear Levis or other heavy pants and shoes when flying...you never know where your next landing may be.

Women Aviators Exhibit to Open at the Warhawk Air Museum

"Women and Flight," a Smithsonian traveling exhibition will open at the Warhawk Air Museum at the Nampa Airport in Nampa, Idaho on July 13 and will be on view through August 25 before continuing on its national tour through the year 2002.

The exhibition features 75 black-and-white photographs of contemporary women pilots by Carolyn J. Russo, photographer at the National Air and Space Museum, Washington, D.C. The photographs, accompanied by quotes and biographical sketches, profile 37 women aviators and astronauts.

Russo traveled the United States extensively to interview and photograph each pilot. The range of occupations is impressive. It includes pilots from virtually all fields of aviation-military, commercial, business, and sport. Featuring working environments as backdrops,

Russo's portraits reveal the circumstances and conditions of the daily lives of female fliers. Their stories offer vivid demonstrations of personal courage, historical progress and accomplishment.

Women have been pilots since 1908 – only five years after the first successful airplane flight. But for decades they remained rare, hampered by social, economic, and legal barriers. Only in the past 25 years have professional training and career opportunities become widely available to women. Today, as shown in this exhibit, women fly everything from gliders to space shuttles.

The five year, 30-city tour of "Women and Flight" was organized by the National Air and Space Museum and the Smithsonian Institution Traveling Exhibition Service (SITES). "Women and Flight" has been generously supported by Pratt & Whitney and United Technologies Corp. Additional support has also been provided by Ilford Corporation and the Smithsonian Women's Committee. Locally, the Whittenberger Foundation grant generously provided the Warhawk Air Museum the funds to bring "Women and Flight" to Nampa, Idaho.

In concert with the "Women and Flight" exhibition, the public is invited to welcome Idaho's Teacher in Space, Astronaut Barbara Morgan during her visit to the Warhawk Air Museum on July 27, 2002. Ms. Morgan will speak from 12 Noon to 3:00 PM about her personal experiences with NASA. Although her talk is open to the public and no reservations are required, regular museum admission is necessary to gain entrance. A gala event is scheduled that evening, featuring Nampa native and World War II W.A.S.P., Kay Gott Chaffey. She will present a slide show about the history of the Women Air Force

Service Pilots of World War II. A \$50.00 per person donation toward the Warhawk Air Museum's education program and advanced reservations are required to attend.

From Grangeville: FBO Wanted

The Idaho County Airport (S80), located in North Central Idaho at Grangeville, is seeking interested parties to locate a Fixed Base Operation (FBO) there. The airport is approximately 165 air miles from Boise, 50 air miles from Lewiston, 130 air miles from Spokane, Washington, and 95 air miles from Missoula, Montana. The runway is paved and lighted, and is 5,100 feet long with an airport elevation of 3,310 feet. Located in an area of the Northwest suitable for all types of commercial operations, including charter, flight instruction, tourist sight seeing flights, aircraft repair and maintenance, and especially back country operations, Grangeville is a small, family oriented community, with a population of about 3,200.

The Idaho County Commissioners are the governing body for the airport and the Airport Manager is Jon Stroop. The Airport Advisory Board, chaired by Jon Foland, makes recommendations on operations. According to Mr. Stroop and Mr. Foland, because of the proximity of the airport to the Idaho wilderness, the larger metropolitan centers of Boise and Spokane, and popular tourist sites including the Lewis and Clark Bi-Centennial, the Idaho County Airport provides a very attractive business opportunity for the right interested party. Fuel sales will be a major revenue source for any FBO operation choosing to locate in Grangeville. Along with general aviation, the airport is home to a

See Radio Chatter

Continued on page 10

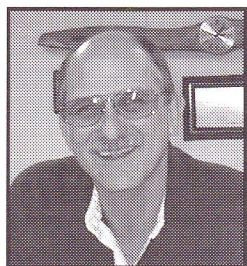


Airport Maintenance

By: Mark Young, Airport Maintenance Manager

Stanley Runway Project

Mid-May brought about needed improvements to the north end of



the Stanley airport. The area was graded, watered thoroughly and rolled, followed by an application of

dust abatement. Unfortunately we ended up with a soft spot on the east side which is currently marked with traffic cones. This area will be re-worked later in the summer. Until then, be aware of the area which is marked off.

Direction of Arrivals/Departures

For some airports, the Division's Airport Facilities Directory recommends direction of arrivals and departures when wind conditions permit. We have received numerous complaints this summer from several locations indicating that perhaps some pilots are departing in a direction other than that recommended in the directory. Please show courtesy to homes, businesses and communities when wind conditions permit by departing in the recommended direction.

Projects vs. Revenue

Many news articles have been printed recently relating to the condition of state revenues. Actual revenue is falling far short of forecasted incomes, and the Division of Aeronautics is also feeling these impacts.

It was hoped that we could drill a well at Garden Valley this summer as well as to install a buried sprinkler system. With the drop in revenues however, it is too early to determine whether these projects will become a reality. Please bear with us during these topsy turvy times, and know that we will continue to strive for improvements as funding becomes available.

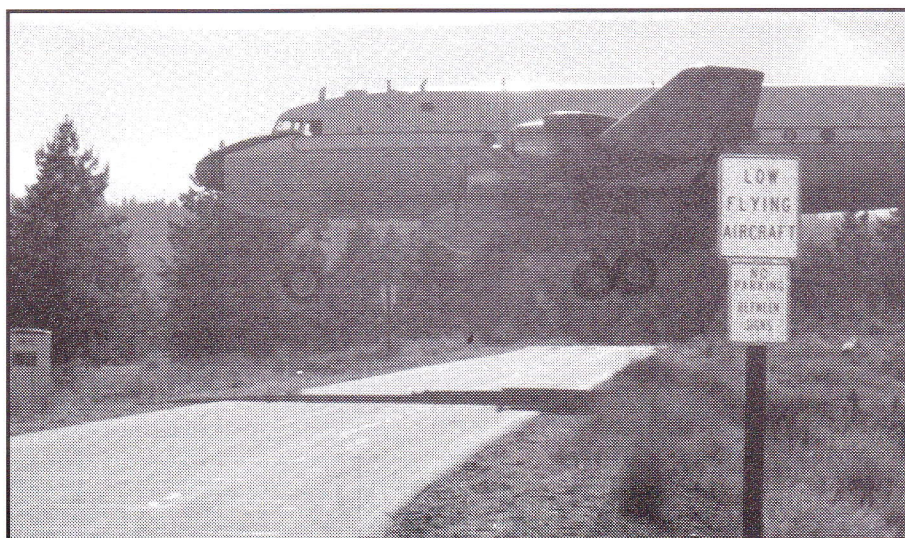
Volunteer Groups

We would be remiss if we were not to give a hearty *Thank You* to the various groups and individuals who so generously adopt state airports to help with maintenance projects. Those groups include the Idaho Aviation Association (Magee, Big Creek, Pine, Thomas Creek), Civil Air Patrol (Bruce Meadows, Henry's Lake), Idaho 99's (Henry's Lake, Smith Prairie), Ponderosa Aero

Club (Warm Springs), McCall Local Pilots (New Meadows), EAA (Henry's Lake), Snake River Brush Pilots (Murphy Hot Springs), Gooding Airport Flyers Association (Magic Reservoir), Southern Idaho Flying Association (Twin Bridges), and individuals Rodger Sorensen (Copper Basin) and Becky Davis (Big Creek). Without the help of these generous people, general aviation pilots would not enjoy the quality of airports which we are accustomed to. Please join me in thanking each and every one who plays a part in this vital program.

Be Safe

It is still early in the flying season, yet there have already been at least four accidents at state airports including 2 fatalities. Please do your part in accident prevention by following safe flying practices.



**Some signs are meant to be heeded –
Airport safety is everyone's responsibility.**



Aviation Medical Matters

Barotrauma

By Mike Weiss, M.D., AME, CFII
and Paul Collins, M.D., AME

Boyle's Law may be familiar to those of you who remember high school chemistry. It states that the volume of a gas is inversely proportional to the pressure of the gas. You probably had to go to college to forget Henry's Law, but it states that the amount of gas dissolved in a volume of liquid is proportional to the pressure of the gas. It is the action of these laws that leads to barotrauma, physical damage from change in pressure.

Barotrauma involves two problems, trapped gas and evolved gas. Trapped gas causes sinus, middle ear, dental or abdominal pain as gas expands in an enclosed space with decreasing pressure. Evolved gas causes decompression sickness, also known as "the bends", as dissolved nitrogen comes out of the blood with decreasing pressure. Decreasing pressure occurs with increasing altitude. Increased air pressure occurs with decreasing altitude and more rapidly under water in scuba diving. Air pressure at 18,000 feet is half that at sea level, only one third at 27,000 feet; under 32 feet of water the pressure is double that of sea level.

Trapped gas problems can produce severe headache from sinus problems or severe ear pain or even rupture of the eardrum. Be careful of rapid altitude change if you have sinus congestion, a head cold or your hayfever is acting up. A Valsalva maneuver (attempting to exhale through your nose while you pinch it closed) may help equalize ear pressure, but not if congestion has blocked off the tube from the throat to the middle ear. This may cause pain with either increased or decreased altitude causing relative increased pressure on either the inside or the outside of the ear drum.

Recent dental work may leave trapped air and cause severe tooth pain. Trapped bowel gas may produce severe abdominal pain, but seldom leads to more than severe olfactory discomfort for your passengers when the pressure is suddenly relieved. Descending will relieve the symptoms and any associated discomfort.

Evolved gas problems are more serious. Symptoms may include the bends (joint or limb pain), chokes (difficulty breathing), partial or complete paralysis, loss of vision, problems with understanding or producing speech, confusion, numbness and tingling, vertigo, skin rash and mottling, and swelling. Not surprisingly, these symptoms are often mistaken for arthritis, hypoxia, heart problems or even a stroke.

Many factors effect the incidence of evolved gas problems at altitude. These include the rate of ascent, the final altitude attained, duration of the exposure, heat, humidity, age (older people are more sensitive), obesity (fat people are less resistant), exercise (exercise increases susceptibility), previous injury (more likely to recur), physical fitness (decreases risk), hypoxia (increases symptoms), diet and fluid intake (carbohydrates and dehydration may increase symptoms), repeated exposures (more likely to occur), apprehension (more likely), and race and ethnicity (some slight reported variation).

This is not a problem strictly limited to the high performance singles like a turbo Bonanza or 210 that can cruise in the flight levels. A great weekend vacation to go diving in Monterey followed by a quick flight home to Idaho could induce a severe bout of decompression sickness as you climb to get over the Sierras. The AIM recommends that for any flying

following diving that did not involve decompression (stopping on the way up to allow pressure to equilibrate) a pilot should wait at least 4 hours before flying. For any flights where the cabin altitude will be above 8000 ft or for any diving involving decompression, one should wait at least 24 hours before flying.

If an evolved gas problem occurs, descending may help, and is definitely the first step to take, but may not be sufficient to reverse the symptoms. Neurological symptoms may be mistaken for a stroke. Most doctors are not familiar with barotrauma and common hospital tests, including MRI, will not help in the diagnosis. Prompt treatment in a pressure chamber may be necessary to reverse the symptoms, which without treatment, may leave permanent residual defects of coordination, vision, memory and cognition. The military will usually make their pressure chambers available for civilian emergencies, if the doctor makes the right diagnosis and referral.



**Idaho Aviation
Festival**

March 13-15, 2003



NOTICE

2003 GENERAL AVIATION AWARDS PROGRAM

for

**AVIATION MAINTENANCE
TECHNICIAN
AVIONICS TECHNICIAN
CERTIFIED FLIGHT
INSTRUCTOR**

Contact the Idaho Division of
Aeronautics for Applications

**Deadline to apply
November 1, 2002**

Winners to be recognized at the PAMA
Convention, Charlotte, NC
May 13-15, 2003

**Sponsored by
AEA, NASAO, FAA, ARSA,
AOPA, WIAI, NAFI, HAI, NATA,
NBAA, GAMA, EAA, PAMA**

NOTICE

Amusement Acres

Take a Short Flight to the
Pocatello Airport (PIH)
for Family Fun

**NOW
OPEN**

**Dirt Racer Go-Karts
18-Hole Miniature Golf
Food Concession**

Open until 11 PM Monday - Saturday,
Sunday until 9 PM

Flying: Transportation available
from the AV Center
Driving: Plenty of parking

In the Future,
Look for Paintball and RC Cars

Located on the Pocatello Airport,
call Gil Vasquez for more
information 208-244-kart (5278)

Letters...

We often get letters from those who fly around Idaho to enjoy the many beautiful attractions we have to offer. Most of the letters are friendly and supportive; however, on occasion we receive one that is not so pleasant. Here are two letters and an extract of a third that are worth your reading.

This from John R. (Jack) Dugan of Ellensburg, Washington:

Dear Sir/Madam:

I have learned from the Idaho Aviation Association newsletter that the issue of "multiple-use" of Idaho State airports is under discussion. I would like to share my thoughts and experience on this matter.

From the perspective of returning to the tax payers a benefit for their investment in public airports and garnering their support for maintaining those airports, it would be advantageous to allow them to be used by as many people and in as many ways as possible. Unfortunately, the ground is a hostile environment for aircraft. It does not take much disturbance of a landing surface to present a hazard to an airplane and its occupants. I frequently land on a grass emergency strip in Easton, Washington. Motorcycles, four-wheelers, snowmobiles, and other off-road vehicles use the landing strip. It is relatively long, flat, and free of obstructions. You can go fast and turn sharply. The result is a rutted surface that is not visible from the air during the Spring, Summer, and Fall. In the Winter, snowmobiles make the surface virtually unusable for ski landings. These vehicles do not discriminate. The ruts could be anywhere and the snowmobile tracks are everywhere. While this might not be a problem on a snow-free paved surface, the human occupants of these vehicles leave all manner of things behind that are also hazardous to aircraft.

Airports are for airplanes. There are too few of them, and there are far fewer airports than the public lands available for non-aviation uses. We need to educate the public about their special characteristics and the benefit that they provide to the public in their preserved state. (The numerous people I have taken to various airports appreciate that the landing and takeoffs are uneventful.) The public does have access to these airports. They can learn to fly, hitch a ride, charter an airplane, or simply watch. They should not have access to them for purposes for which they were not intended.

Sincerely,
John R. (Jack) Dugan



Preston and Nancy Westmoreland:

Thanks so much for all you do with your backwoods fly-in
mpgrounds. J. Curtis Earl first told us about Johnson Creek and
e went on to discover so many others!

You have done a great job maintaining all the strips and we know
2 many pilots who now can enjoy the backwoods.

Preston has tried to get Arizona interested in the same kind of
network. They have spent all their money in studies and found all
kinds of excuses not to do any of it! What a shame as we have so
many beautiful places that already have airstrips. Thanks so much
for not letting it happen there [Idaho].

Sincerely,
Preston and Nancy Westmoreland

(Ed: The Westmorelands made a \$100.00 donation to the Division
of Aeronautics to help maintain our backcountry airports.)

*The last letter is from Dick Waite and relates an incident that
involves a less than savory pilot at Smiley Creek; reason for all
of us to stay vigilant.*

"...To outline the incident: on the evening of August 13, 2001,
I was reading in camp trailer...when I heard an airplane land and
taxi into the parking area. Due to Gordon's watering schedule we
had parked our C-185 further downstream, away from the tie down
near the camp trailer. I looked out the window and noticed someone
on top of the wing of [an] airplane; I was not concerned at the time,
thinking perhaps the pilot was putting wing covers on. A short time
later the airplane took off directly from the tie down area using only
the landing light and headed towards Galena Summit. During my
preflight the next morning, I noticed my gas cap was off. When I
checked the fuel gages I discovered that the readings were not the
same as when I had landed the day before. We immediately let
Gordon know that the person I had watched was indeed on the wing
of my airplane siphoning gas. Later, Gary Thieten told us he heard
the pilot try to contact Hailey tower on 122.9 on his scanner at his
cabin.

"...We appreciate your help in notifying pilots of this unthinkable
act. This is just one more reason (a very unfortunate one) to caution
all pilots to perform a very thorough preflight, even if you camp near
your airplane."

Thanks again,
Richard H. Waite

(Ed: The aircraft was traced by tail number and a letter was
sent to the owner relating the details of this incident and
public awareness of this act.)

Airport Security Hotline

Report all suspicious activity
to the National Guard
at 1-800-832-1985

Family Fly-In Volunteer CFIs needed for Wings program.

The **Rudder Flutter** is published by the Idaho
Division of Aeronautics, Office of Safety and
Education. Articles appearing in this
publication are the opinion of the writer and
do not necessarily represent the views of the
Staff, the Administrator, or the Department.
All reasonable attempts are made to ensure
the accuracy of the articles contained herein.
The **Rudder Flutter** is scheduled for
publication by the 15th of January, April,
July, and October. Submissions for
publication in a particular issue are due in
this office 30 days prior to the publication
date of that issue.



Idaho Transportation Department

Governor Dirk Kempthorne
Director Dwight Bower
Aeronautics Administrator Robert Martin

Aeronautics Advisory Board

Chairman William Parish
Members Robert Hoff, Scott Patrick,
Kathy Miller, and Roger Sorenson

Division of Aeronautics

3483 Rickenbacker St.
Boise, ID 83705 208/334-8775

Rudder Flutter Editor: Frank Lester
Email: flester@itd.state.id.us

Assistant Editor: Debbie Daniels
Email: dedaniel@itd.state.id.us

Layout & Graphics: Pauline Davis, Illustrator
Email: pdavis@itd.state.id.us

Website: <http://www2.state.id.us/itd/aero/aerohome.htm>



Are Pilot User Fees on the Horizon?

By Mark Griffin

NATCA Representative, Boise Tower

In December 2000, President Clinton signed Executive Order #13180, stating that air traffic control was "an inherently governmental function". On June 4, 2002, President Bush signed an Executive Order Amendment removing those four words from #13180.

What does the removal of those four words mean to you? It is the first step towards possible privatization of the United States Air Traffic Control System – the biggest, safest, and most efficient system in the world.

The Bush administration likes to tout the benefits of privatized ATC systems in Great Britain, Canada, and Australia. However, those systems are struggling. Great Britain's system is facing bankruptcy after an attempt to increase fees was denied. Canada's system is seeking to raise fees by 6% to help cover a projected \$145 million revenue shortfall. Australia's system faced a walkout earlier this year over safety concerns and may limit services in the future to aircraft in distress. Why? Liability resulting from a lawsuit.

These do not sound like "success" stories. Then why would anyone want to pursue this course of action? The bottom line – profit, of course. To stay in business, you need to make money. Do you want your ATC system to make money? Do you want your ATC system to raise fees to offset possible financial losses after unexpected interruptions in income, like 9-11? Do you want your ATC system to deny services? Maybe your ATC system should not be a business, where the bottom line is profits. Just a few short months ago, Congress federalized airport security workers because private business was not doing the job. Now President Bush wants us to consider privatizing the safety of our skies. Safety should not be for sale.

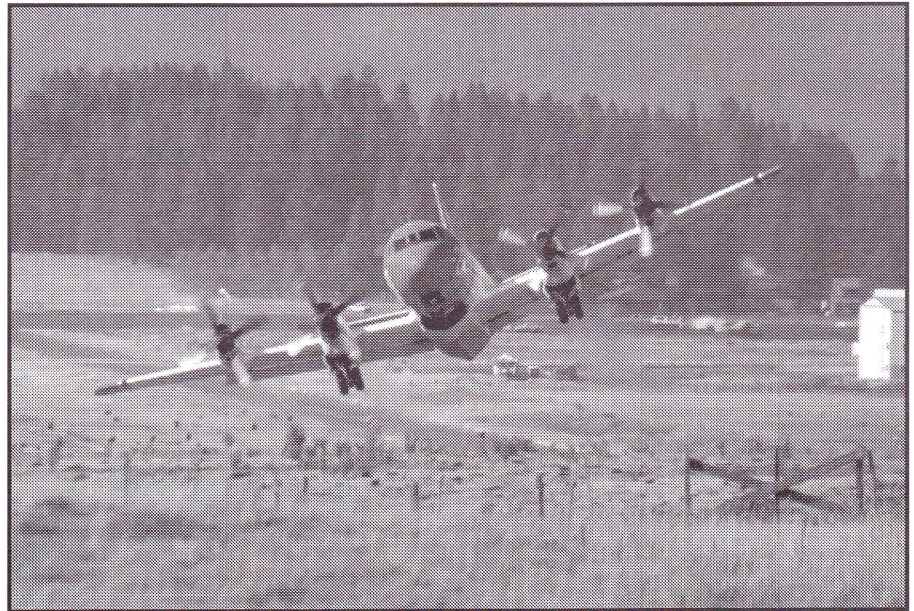
In return for a privatized system, you will have the privilege of paying a fee every time you talk with a controller – for any reason. Want a clearance out of Class C? You'll get a bill. Taxi clearance? You'll get a bill. Takeoff clearance? You'll get a bill. Flight following? You'll get a bill. Is the weather a little questionable – would an IFR flight plan be a good idea? You'll pay just to file it, more if you actually use it. Want an instrument rating? Figure the cost of every practice approach you shoot while talking with a controller. Is the picture becoming clearer? You will pay user fees in a privatized system – only the amount remains to be seen.

Think about the last time your engine ran a little rough or you smelled fuel in the cockpit. For safety reasons, you made the decision to call ATC and declare an

emergency. Do you really want the added weight of a user fee in making your decision whether to declare that emergency? What do you really want the bottom line to be? Profits? No way! There can only be one bottom line, and that is SAFETY. The National Air Traffic Controllers Association (NATCA) still stands by the slogan it was founded on 15 years ago – "SAFETY ABOVE ALL".

Please take the time to contact Senator Craig, Senator Crapo, Congressman Simpson and Congressman Otter to let them know that your safety is not for sale.

If you would like further information or have questions, go to www.natca.org, www.aopa.org, or email Mark Griffin, the Boise Tower representative for NATCA at natca_boi@msn.com.



Density Altitude — Makes Bold Pilots, Old Pilots — If You Survive



Calendar of Events

July

- 27 **Warhawk Air Museum, NASA Astronaut** (Teacher-in-Space) Barbara Morgan and WWII pilot Kay Scott Chaffey, 7-10 PM, Sue Paul, 208-465-6446

August

- 1 **Warhawk Air Museum, NASA Traveling Exhibit, "Apollo Emu"** (through Sept. 31), Sue Paul, 208-465-6446
- 3 **Warhawk Air Museum-Special Event Saturday, Book signing by the women featured in Smithsonian "Women In Flight" exhibit**, Sue Paul, 208-465-6446
- 3 **Top Fun Flyers, Nampa Airport Appreciation Day**, Steve Clements, 208-323-1585
- 3 **American Falls Airport, Airplane Pilot Rodeo, Pancake breakfast and flying skills competition**, Gil Vasquez, 208-241-2093 or 208-237-7183
- 9-11 **16th Annual NW Mountain Family Fly-In & Aviation Safety Conference**, McCall, Frank Lester, 208-334-8775 or 800-426-4587
- 10-11 **Top Fun Flyers, Donnelly Fly-In**, Steve Clements, 208-323-1585
- 13-21 **Warhawk Air Museum, NASA's International Space Station Trailers**, Sue Paul, 208-465-6446
- 16-18 **Johnson Creek, Cessna 180/185 Fly-In**, Al Hewitt, 253-941-3052
- 17 **Top Fun Flyers - Weiser Fun Fly/Poker Run**, Steve Clements, 208-323-1585
- 17 **Idaho Falls/Pocatello - Jackpot Fly Out**, EAA Chapter 407, Paul Tremblay, 208-524-5196
- 17 **Nampa Airport Appreciation Day**, Sue Paul, 208-465-6446
- Aug. 31 to Sept. 1-2, **Top Fun Flyers - State Competition**, Glens Ferry, Steve Clements, 208-323-1585

September

- 5 **Garden Valley Wedding**, setup in campground, evening ceremony, Dottie Colter, 208-462-3150
- 7 **Warhawk Air Museum, Special Event Saturday, Aviation Jubilee**, Sue Paul, 208-465-6446
- 13-16 **Top Fun Flyers - Alvord Desert, Oregon**, Steve Clements, 208-323-1585
- 14 **GAFA Family Barbecue & Fun Day, Gooding Airport**, Lois Wartluft, 208-934-4730
- 23 **Top Fun Flyers - Autumnal Equinox Flight**, Steve Clements, 208-323-1585
- 30 **Warhawk Air Museum, "Gold Star Mothers Day"** Sue Paul, 208-465-6446

October

- 4-5 **Flight Instructor Refresher/Pilot Safety Clinic**, Holiday Inn, Pocatello, Idaho, Frank Lester, 208-334-8775/800-426-4587
- 5 **Warhawk Air Museum-Special Event Saturday, Remembering Viet Nam**, Sue Paul, 208-465-6446
- 5-6 **Top Fun Flyers, Chriss Monk Memorial Flight, Jackpot, Nevada**, Steve Clements, 208-323-1585
- 8-14 **Warhawk Air Museum, "Viet Nam Moving Wall Memorial"** Sue Paul, 208-465-6446
- 27 **Warhawk Air Museum, "Navy Day"** Sue Paul, 208-465-6446
- Oct. 26 to Nov. 2, **Warhawk Air Museum, "Idaho Mobil Space Station"** Sue Paul, 208-465-6446

November

- 1 **Deadline for General Aviation Awards Program applications**, Frank Lester, 208-334-8775 or 800-426-4587

Email or fax your organization's event information for inclusion in the Rudder Flutter Event Calendar. See page 7 for more information.



Radio Chatter

Continued from page 3

USFS smoke jumper base, a helicopter base, and fire retardant air tankers during fire season, further boosting the opportunity for fuel sales. Building sites available for lease from the county as well as hangars on the airport, underline a strong potential for growth within the area

For more information, contact Jon Stroop at 208-926-4471, or Jack Soltman at 208-983-0573.

From the Boise AFSS:

Port Hill: 6-17-02 at 11:05 AM MST, per Inspector Whitaker at the Port Hill Customs office:

The indefinite suspension of the GATE program is continuing. This imposed no changes for Port Hill, as it wasn't/isn't a GATE airport. Port Hill is a Landing Rights airport. Pilots must receive permission from U.S. Customs before entering the U.S. (landing) at Port Hill.

After 9-11-01, U.S. Customs amended the information requirements for border crossings. Although some procedures have changed, one constant remains - it is the pilot's responsibility to ensure that coordination is complete and satisfy U.S. Customs reporting requirements. [Emphasis added]

- If a pilot desires to enter the U.S., they must notify a U.S. Customs office, at least 1 hour prior to landing. "Pop-ups" are not allowed.

- The pilot must coordinate Customs information directly with the Customs office. U.S. Customs has a specific checklist for General Aviation (not-for-hire) flights, and they seek more information than the FAA can retrieve from a filed flight plan. ADCUS information received from Canada will be insufficient. Note: Flights for hire are handled differently and may use electronic means to file manifest and Customs notification information.

- Some of the information items are: ACID, aircraft type, departure point, destination, ETA, number of souls on board, names of pilot in command and all passengers, their citizenship, their ages, their dates-of-birth, and their passport numbers (if applicable). Additional information may be requested, as deemed necessary by U.S. Customs.

If we find that a pilot is unaware of Customs requirements, we will continue to educate them on current procedures.

Although we are unable to provide all the information sought by U.S. Customs, FAAO 7110.10, par. 7-4-2, requires us to coordinate ADCUS information with them. Coordination will be better served if we urge pilots to contact U.S. Customs directly, whenever possible.

Port Hill Customs offices
U.S - (208) 267-5309 Canada -
(250) 428-2575

When we receive an inbound flight plan from Canada, we will coordinate with the applicable U.S. Customs office IAW FAAO 7110.10. If U.S. Customs requires additional information, it is the pilot's responsibility to provide it. [Emphasis added]

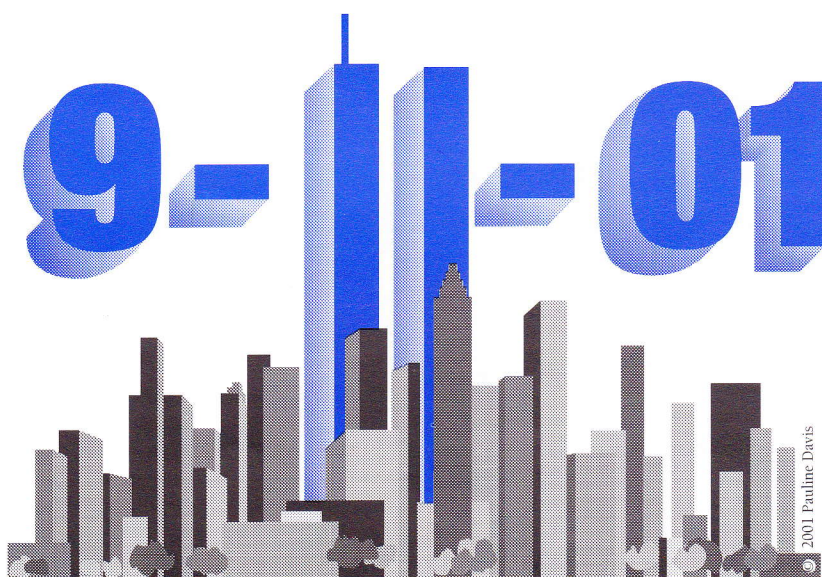
Effective April 2, 2002, CANPASS programs were resumed at 176 designated airports across Canada.

... and Nationwide AFSS Toll Free Numbers

Nationwide Toll Free Numbers For Flight Service Stations Now Available

You can still reach the Boise Flight Service Station by calling (208) 343-2525 or 1-800-WX-BRIEF (1-800-992-7433 - within Idaho); And, now Pilots can even use a nationwide toll free number, 1-866-258-9068 to contact us!

Yes, you can contact any flight service station direct from anywhere in the U.S. by using their individual 866 number! These numbers went into effect November 2001. If you are interested in obtaining all the 866 numbers you can contact us on our administrative line at (208) 332-0200 and we will be happy to send you the list. They are also posted on the FAA website at http://www.faa.gov/ats/atp/atp300/flight_service_direct.htm. We are always looking for ways to better serve you. Give us a call soon!



Family Fly-In

Continued from page 1

instructors who have volunteered their time to help promote flight safety through training. The PACE program is a "hold harmless" program that gives pilots the opportunity to receive a maintenance evaluation of their aircraft from an FAA Airworthiness Inspector. No records of this evaluation will be kept. You will also have the opportunity to receive a courtesy flight with an FAA Inspector if you desire.

This is the third year that the Family Fly-In has been held in McCall and many more family-oriented activities are planned. Beginning with an "Airport



Official Sponsor of the Family Fly-In

Appreciation Day" on Friday, exhibits and static displays will be open to the public from 4:00-9:00PM. Music will be provided for your listening and dancing enjoyment as well as food and drink vendors with many delectable entrées for your dining pleasure. At the close of the evening's festivities, those camping at the fly-in will be able to enjoy a campfire program

beginning at 10:00PM. On Saturday between 8:00AM and 4:00PM busses will be provided for trips to local areas of interest including tours of the Smoke Jumper Loft (fire conditions permitting). A tour of the McCall Culture Center begins at 11 AM. The City of McCall has made an extraordinary effort to turn the Family Fly-In into a summer community/family activity for flyers and non-flyers alike.

Please take the Family Fly-In insert in this edition of the *Rudder Flutter* and refer to our several web sites for continuous updates. The airspace guide provided is a NOTAM that will be in effect during the fly-in. Please refer to it as it will be enforced during peak traffic hours. Be sure to check NOTAMs before departing for McCall.

More information can be found at <http://www.faa.gov/fsdo/boi/> and <http://www2.state.id.us/itd/aero/aerohome.htm>, each with links to the main web site at inidaho.com/familyflyin. You may also contact Frank Lester with the Idaho Division of Aeronautics at 1-800-426-4587 (in Idaho only), 1-208-334-8775, or at flester@itd.state.id.us. For lodging reservations, contact Tamara DeBoer with InIdaho.com at 1-800-844-3246 or at tamara@inidaho.com.



Rich Stowell



Idaho Division of Aeronautics
3483 Rickenbacker / PO Box 7129
Boise, ID 83707-1129



PRSR STD
US POSTAGE
PAID
BOISE, IDAHO
PERMIT NO. 143

ADDRESS SERVICE REQUESTED



IN MEMORIUM

Mark Hupe

Nampa Airport Commissioner

*A true friend of aviation
whose vision and involvement
will be missed.*



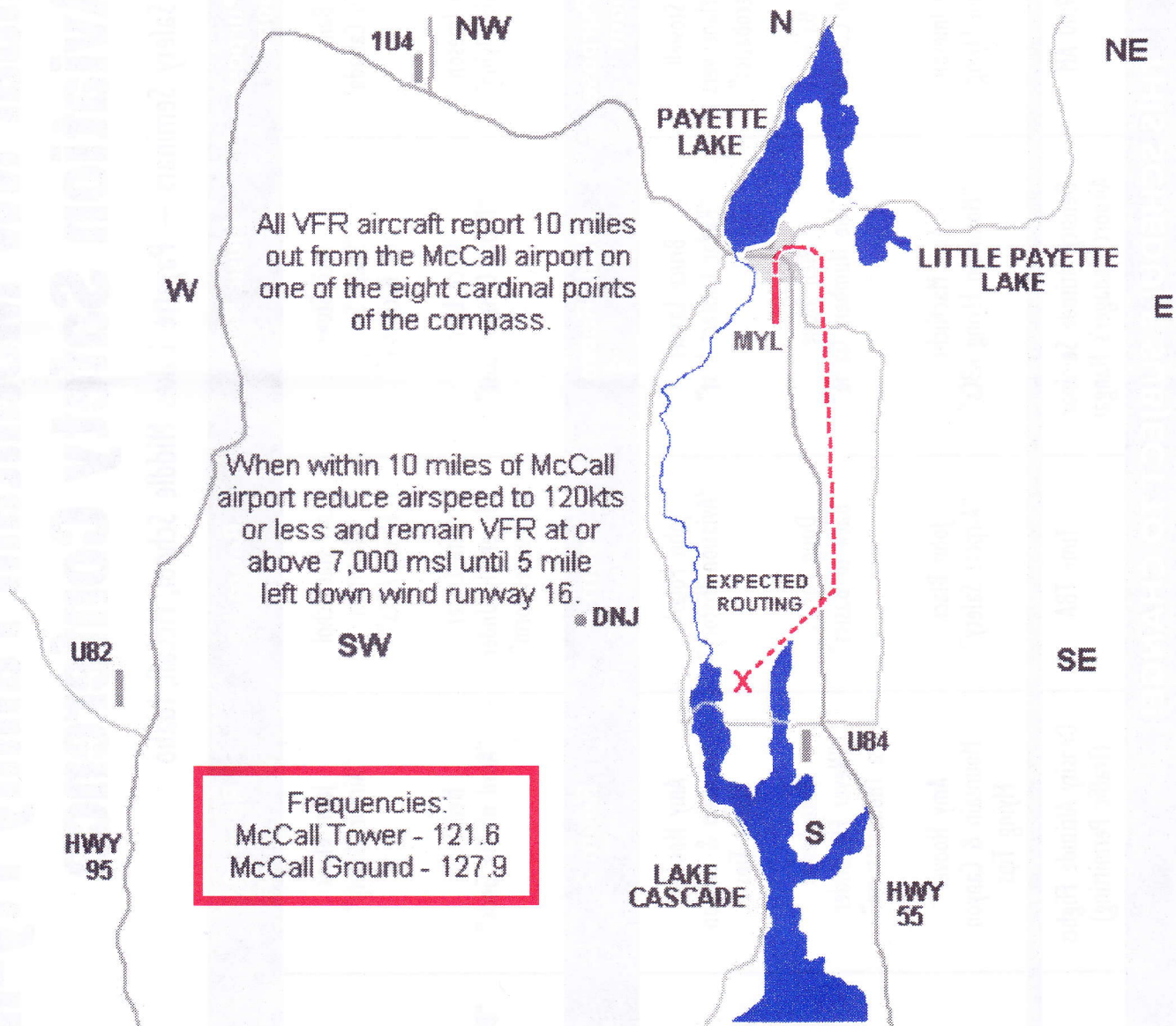
NORTHWEST MOUNTAIN FAMILY FLY-IN

McCall, Idaho

August 9 – August 11, 2002

McCall Airport (MYL) Traffic

In anticipation of a large number of aircraft operating into McCall, Idaho the following procedures will be used to enhance safety and minimize air traffic delays in this non-RADAR environment.



Tower hours will be Aug 8 from 12pm-9pm, on Aug 9,10 7am-9pm and on Aug 11 7am-12pm.

Due to the heavy volume of traffic on Friday, ALL arrivals are asked to make initial call for landing at the north end of Lake Cascade.

Priority will be given to Air Taxi operations and fire fighting aircraft.

Air Taxi operations and fire fighting aircraft are exempt from the speed restriction.

16TH Annual NW Mountain Family Fly-In & Aviation Safety Conference

Safety Seminars — Payette Lakes Middle School, McCall, Idaho

Friday, August 9		Multi-Purpose Room	Music Room	Room 1	Room 2	Room 3
1:00 PM	Moe Baile "Flying in Canada"	Rich Stowell "Stalls, Spins, and Recovery"	Lori MacNichol "Mountain Flying ABCs"	John Black "Airport Safety"		
2:30 PM	Sparky Imeson "Mountain Flying"	Bruce Larnner "Radar Contact Lost"	Pete Lester "Never Fly Under a Thunderstorm"	Neil Stone "Anvil of the Gods"	Doug Parret "Back to Basics"	
Saturday, August 10		Multi-Purpose Room	Music Room	Room 1	Room 2	Room 3
1:00 PM	Rich Stowell "Flight Maneuvers and Aerobatics"	Bruce Larnner "Radar Contact Lost"	John Polaski "Aviation History"	Amy Hoover Mountain & Canyon Flying Tips		
2:30 PM	Moe Baile "Flying in Canada"	Neil Stone "The Numbers Game"	Doug Parret "Back to Basics"	Pete Lester "Never Fly Under a Thunderstorm"		
4:00 PM	Sparky Imeson "Mountain Flying"	Lori MacNichol "Mountain Flying ABCs"	John Black "Airport Safety"	Amy Hoover Mountain & Canyon Flying Tips		
Friday and Saturday Morning		8:00-9:00 AM	Density Altitude Seminar Airport Manager's Hangar	Time TBA	Density Altitude Flights (Traffic Permitting)	
THIS SCHEDULE SUBJECT TO CHANGE!						
Please refer to the Family Fly-In web site at inidaho.com/familyflyin for updates to all activities.						